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INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Stalingrad Oblast)

REPORT

SUBJECT Shipyard No. 204 in Stalingrad:

DATE DISTR. 26 February 1959

NO. PAGES 2

REFERENCES RD

DATE OF INFO.

PLACE & DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

This shipyard was engaged from 1951 to 1956 in the construction of tankers, river and sea-going freighters, light tanks, and pumps for the extraction of oil.

2. Appendix A to this report consists of a plan of the shipyard and indicates the location of the following principal workshops: the lathe shop, the foundry, the electrical repairs shop, a building containing the chemical laboratory, fitting shop and central-heating system, the foundry and stores, the carpentry shop, and the welding shop. The following are some of the other points located on Appendix A: the site of a building destroyed during the last war, a scrapyard, the technical planning office, a traveling crane running along the railroad track (see Appendix C), and three one-story buildings occupied by an unidentified organization called S.K.O.
3. The construction sheds at Shipyard No. 204 consisted of seven bays, each equipped with cranes and with two railway sidings running inside each shed near the walls. One vessel was built in each bay. The ships' plates were welded together and not riveted. When the hulls were completed they were lifted on to cradles mounted on the rail sidings (see Appendix D to this report), withdrawn from the construction shed and removed to the slipways.
4. The slipways were covered by a crisscross of rails on which the cradles ran and could be maneuvered. The cradles could be maneuvered to propel the hull in a sideways position until it reached the edge of the slipway. Then the hull ran on to a second set of cradles which carried it down the slipway into the water. (See appendix E.) The cradles were controlled by steel cables connected to the control tower. The cradles were of German design. The river bed opposite the shipyard was dredged.
5. The engines for the vessels built at the shipyard were received by river from the Volga.

STATE ☒ ARMY ☒ NAVY ☒ AIR FORCE ☒ MARINE CORPS ☒ COAST GUARD ☒ OTHER ☐

(State Washington distribution instructions 17-17)

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5. The engines for the vessels built at the shipyard were not produced at the shipyard and were received by river transport from some point upstream on the Volga.

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U. S. S. R.MILITARY/NAVAL/ECONOMICShipyard (Sudoverf) No. 204, STALINGRADLocation

1. Shipyard (Sudoverf) No. 204 is situated on the river Volga at STALINGRAD. From 1951 to 1956 it was engaged on the construction of Tankers, river and sea-going freighters, light tanks and pumps for the extraction of oil.

Principal Workshops

2. Each workshop was allotted a number [redacted]

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Lathe shop (No. 1 on Appendix A.) (Tokarny Tsekh)

3. This one-storey building consists of three bays and measures approximately 60 m. long x 45 m. wide x 15 m. high. It was completed in 1952, the outer walls being of solid brick and the roof supported by reinforced concrete columns.

4. The shop is equipped with all types of lathes, planers and milling machines of German, Czech, Polish and Russian origin. One of the planers is about 15 m. long and one of the lathes can process components up to 2 m. in diameter.

5. There are also six overhead travelling cranes in this shop, mounted on rails, with a lifting power of up to 30 tons each.

Foundry (Liteiny Tsekh) (No. 2 on Appendix A.)

6. This one-storey building consists of two bays and its dimensions are approximately the same as those of the lathe shop at No. 1 on Appendix A. It was also completed about 1952.

7. The right-hand bay as shown on the plan is equipped with two electric steel furnaces and two cast-iron furnaces. The left-hand bay is used for the storage of raw materials such as manganese, sand, lime and so on.

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Electrical repairs shop (Elektrotsekh) (No. 4 on Appendix A.)

8. This is a one-storey building, in which about 30 men are normally employed on current electrical repairs to motors and component parts. The men are regular factory employees and have nothing to do with the Tsentralny Elektro Montazh group stationed at the factory from 1951-1956.

Chemical laboratory, fitting shop and central-heating system (No. 5 on Appendix A.)

9. The fitting shop and central-heating boilers are situated on the ground floor of this building. On the first floor is the chemical laboratory, where various metals and the water used in tempering processes are tested.

Foundry and Stores (No. 8 on Appendix A.)

10. This is an old one-storey building which houses an auxiliary casting shop and is also used to store materials such as screws and so on.

Carpentry shop (Stolyarnaya Masterskaya) (No. 9 on Appendix A.)

11. This shop consists of two identical one-storey buildings where all the interior furnishings of the vessels built at the shipyard are made, together with furniture for the offices, and the scaffolding and trestles used in the shipyard.

Welding shop (No. 12 on Appendix A.)

12. This is an old shop consisting of four bays, in which component parts of the vessels, such as bows, sterns, funnels and so on, are pre-fabricated. The ship-plate is cut, shaped and welded in the shop, and the components are then loaded on to 60-ton railway trucks by means of cranes.

13. Branch lines of the factory's interior rail system lead into each of the four bays, as shown on Appendix A., and each bay is equipped with a travelling crane mounted on rails for loading purposes.

Auxiliary installations

14. At No. 3 on Appendix A. there is a building which was destroyed during the last World War and which has still not been rebuilt. This
/sector of the

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sector of the factory site is used for the construction of new buildings and when they become necessary to the plant's development programme.

15. The scrap-yard situated at No. 7 on Appendix A, consists of an open-air enclosure and is used for storing all the scrap, iron ingots and ship-plate used in the construction of hulls. These materials are brought by rail and there is a branch line running into the scrap-yard. Loading and unloading operations are carried out by two magnetic cranes of 20 tons each, mounted on rails.

16. The Technical Planning office is situated at No. 11 on Appendix A, and consists of a ground and first floor.

17. A travelling crane (see sketch at Appendix C.) runs along the railway track shown on the upper part of the plan and is used for general loading and unloading purposes.

18. At points No. 21 on Appendix A, there are three one-storey buildings occupied by an organization known as S.K.O. [] not know what these initials stand for). It is apparently a local, autonomous group engaged in planning improvements and innovations in the plant and is also responsible for carrying them out. There are technical offices inside these shops, which are equipped with materials and tools for testing purposes.

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19. Other points shown on the plan at Appendix A, are as follows:-

- No. 6 First-Aid post and Sick Bay
- No. 10 Wooden patterns shop - ground floor only
- No. 23 Five-storey buildings where the workers employed at the shipyard live
- No. 24 Railway station
- No. 26 Dining rooms
- No. 27 Factory offices - 3-storey building
- No. 28 Club
- No. 30 Forge and old foundry
- No. 31 Fire-station housed in a 1-storey building with a tower about 15 m. high from which the whole factory area can be seen. There are four fire-engines which are also available for outside calls.

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- No. 31a Workers' dwellings
No. 34 Technical School (Tekhnikum)
No. 35 Military hospital

Production

20. From 1951 to 1956 the Sudoverf No. 224 were engaged on the following production:-

- a) Tankers
- b) River and sea-going cargo vessels
- c) Light tanks
- d) Pumps for oil-extraction.

Construction Sheds (Stapeli)

21. The construction sheds at No. 204 shipyard are situated at No. 15 on Appendix A. There are seven bays, the dimensions of each being 130 m. long x 30 m. wide x 25 m. high. The first three from top to bottom of the plan are old constructions and are each equipped with two 25-ton cranes. The remaining four are more modern and are equipped with 6-ton cranes.

22. Two railway sidings run inside each shed near the walls, leaving the space in between for ship construction.

23. One vessel, mostly of the tanker type (Nyef'tyanaya Barzha), is built in each bay. They are 60 m. long and twin-screw, the general belief among the factory workers being that they are intended for the BAKU tanker fleet.

24. In addition some cargo vessels are built for river and sea transport.

25. The ships' plates are welded together and not rivetted. The welding blow-pipes are plugged into the wall and fed by an underground pipe system.

26. When the hulls are completed, they are lifted on to cradles mounted on the rail sidings (see Appendix D.), eight cradles being normally required on each side of the hull. The vessel is then withdrawn from the construction shed on the cradles and removed to the slipways.

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Slipways

27. The slipways are situated at No. 16 on Appendix A. and they measure approximately 500 m. square. They are covered by a criss-cross of rails on which the cradles run and can be manoeuvred to change their direction at right-angles, although the position of the hull they are transporting remains the same.

28. The cradles are powered by electric motors installed underneath the platforms and controlled by cables from the control-tower at No. 18 on Appendix A. As shown on the sketch at Appendix E. the arms of the cradles are prolonged downwards to a support which rests on the ground, while the platform and wheels swivel at right-angles and are then lowered on to the series of tracks running in the direction of the river. The cradles then propel the hull in a sideways position until they reach the edge of the launching ramp, where they run on to a second set of cradles (see sketch at Appendix F.), which in turn descend down the slipway into the water until the vessel is afloat.

29. The second type of cradle is much larger than the first and descends by a funicular type system installed on the sides of the slipway and controlled by the usual steel cable, connected to the control-tower at No. 18

30. This control tower is about 15 m. high and was built in 1953. The electrical installations are of German design and most of the material is German, even the switch-board indicators being in German.

31. The river bed opposite the launching slipways is kept dredged and there is a protective barrier of iron bars dug into the river bed in order to prevent movement of sand and alluvial deposits (see No. 17 on Appendix A.)

Marine Engines

32. The propulsion units for the vessels built at the shipyard are received by river transport from some point upstream on the Volga,

they come from SARATOV or KUIBISHEV, but can give

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/no logical reasons

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[redacted]
no logical reasons for this belief. The engines were most
definitely not produced at the shipyards themselves.

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Floating Dock

33. At point No. 14 on Appendix A. there is a floating dock, particulars of which are shown on the sketch at Appendix G. It has never been seen in use. A floating crane (see sketch at Appendix H.) moves up and down the river and is used for general purposes.

Warships

34. After the completion of the Volga - Don canal, warships of the Okodnik class were seen on several occasions tied up at the river quays belonging to the shipyards. The repairs carried out at the yards did not apparently necessitate the entry of the warships into dry dock, as they were never seen there. Various vital parts of the warships, such as the guns, were hidden by tarpaulin covers [redacted]

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35. Submarines were also observed at the river quays of Sudoverf No. 204, but neither periscopes nor "Snorts" were visible and no further details are available. [redacted]

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[redacted] a long barrel, which looked like a gun, situated on the submarine deck.

36. In the year 1956, men from an Engineers' unit removed the tracks from the southernmost construction bay at No. 15 on Appendix A. The workers believed that this dock was to be prepared for the construction of submarines.

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Tank Production

37. At point No. 22 on Appendix A. there is a building, consisting of four bays, which is known among the workmen as "Sekretny Tsekh". It was built between 1953 and 1954, the original structure being the two main bays, whose dimensions are 150 m. long x 20 m. wide x 30 m. high, with two additional lower bays added later (see sketch at Appendix I.)

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38. Security precautions at this shop are extremely strict and entry is forbidden to all but those actually working there. During the year 1956 however, electricians from the Tsentralny Elektro Montazh were employed for about a week installing power lines from overhead outside cables to the interior of the main bays. In order to do this, the electricians had to climb on to the roof of the lower outer bays and were able to see quite clearly into the main bays through the large windows running along both sides, although they had strict orders not to look through the windows while inserting the cables through the walls to be received by the workshop personnel dealing with them inside.

39. While this work was going on the following details were observed inside the bays. The smaller bay on the lower side of the plan at Appendix A, is equipped with sand-blasting apparatus for polishing the outer armour of the tanks. The smaller bay on the upper side of the plan is the paint shop, through which the tanks pass and are subsequently sent through drying tunnels, before returning once more to the main central bays. All these operations are performed by means of a moving belt on which the tanks travel.

40. There are two cranes on overhead rails inside each of the large bays, together with various lathes and other machines. In the lower bay on the plan a group of eight tanks was observed on one occasion. These were identified as the Srednik type [redacted]

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41. The tank bodies, measuring approximately 4 m. long x 2.5 m. wide x 1.75 m. high, are produced at No. 204 shipyard, but not the engines, which are installed in the rear, where [redacted] two large holes or empty spaces. It was generally believed that the tank bodies were sent to the Stalingradski Traktorni Zavod for the installation of the engines. [redacted]

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[redacted] the engines were of 200 h.p.

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42. No tanks were seen leaving the factory by day [redacted] 50X1-HUM

[redacted] but a woman working in the Chemical Laboratory used 50X1-HUM
to see them every night loaded on to 60-ton platform trucks travelling
along the railway line opposite the laboratory. Although the tanks
were entirely hidden under tarpaulins, the shape of the gun barrels
could be clearly distinguished. On the other hand guns were not seen
mounted on the tanks standing inside the central bays.

Armour-plating test shops

43. At point No. 19 on Appendix A, there is a one-storey
building about 30 m. long and 10 m. high, surrounded by a wooden fence
topped by barbed wire. It is very solidly built with reinforced
concrete supports and heavily guarded at the entrances and inside.

44. The sound of explosions and gun-shots are heard every day
from this shop and. [redacted] 50X1-HUM

[redacted] the shots generally sound like those of anti-
tank guns. The workmen thought that this shop was used for testing
armour-plating of the tanks produced at the shipyard, and the hulls
of the ships.

Oil-extraction pumps

45. At point No. 25 on Appendix A, there is a shop where crude
oil-extraction pumps are made. Two 60-ton railway trucks, each
loaded with five pumps are to be seen leaving the factory daily, so it
is calculated that daily production amounts to ten pumps.

Power Supply

46. The southern electric sub-station (Yuzhnyaya Podstantsiya)
is situated at No. 32 on Appendix A. It is supplied with power at
30,000 volts from the Stalgrats steam power plant and this is stepped
down to 5,000 volts at the sub-station, before transmission to the
distributor station situated at No. 13 on Appendix A. The transformers
/and switch-gear

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and switch-gear of the sub-station are situated in the open area at No. 33 on Appendix A.

47. The 5,000 volt current is stepped down at the distributor station to 360 volts for supply to the plant, this being the standard voltage used in Soviet factories.

48. The distributor station consists of a two-storey building, the transformers and switch-gear being installed on the ground floor and the control panels and other equipment on the first floor. Much of the electrical material is [] manufactured in the SOVIET UNION under [] licence, in accordance with patent agreements between the Soviet government and the [] firms concerned.

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Raw Materials

49. The coal consumed in No. 204 shipyard is received from the Don Basin. Iron is received by river transport from an unnamed point upstream on the Volga river.

50. Liquid oxygen is brought to the plant in tank [] from the old Chemical factory. It is then gasified at the point marked No. 20 on Appendix A. (known as Kislorodny Tsekh) and piped through to the various departments as required.

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Labour Force

51. The labour force at the shipyard consists of about 2,000 men and the main workshops are on a three-shift system. No details are available regarding the technical personnel. The director of the plant was [] RAVINOVICH, but he was removed from his post for immoral behaviour with one of his secretaries. This was well-known to the factory employees, since on one occasion the couple were caught "red handed" by the plant Political Officer and marched before RAVINOVICH's wife, who worked as a doctor in the Hospital.

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Security

52. The whole area of the shipyard is surrounded by a wooden /fence, but special

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fence, but special security precautions are only in force at certain workshops.

53. Two launches patrol the stretch of river alongside the factory premises and also guard the warships tied up at the quays, which are rough wooden structures. A series of steps lead down to the quays, which are 12 to 15 metres lower than the factory site. At this point the right bank of the Volga is very much higher than the left.

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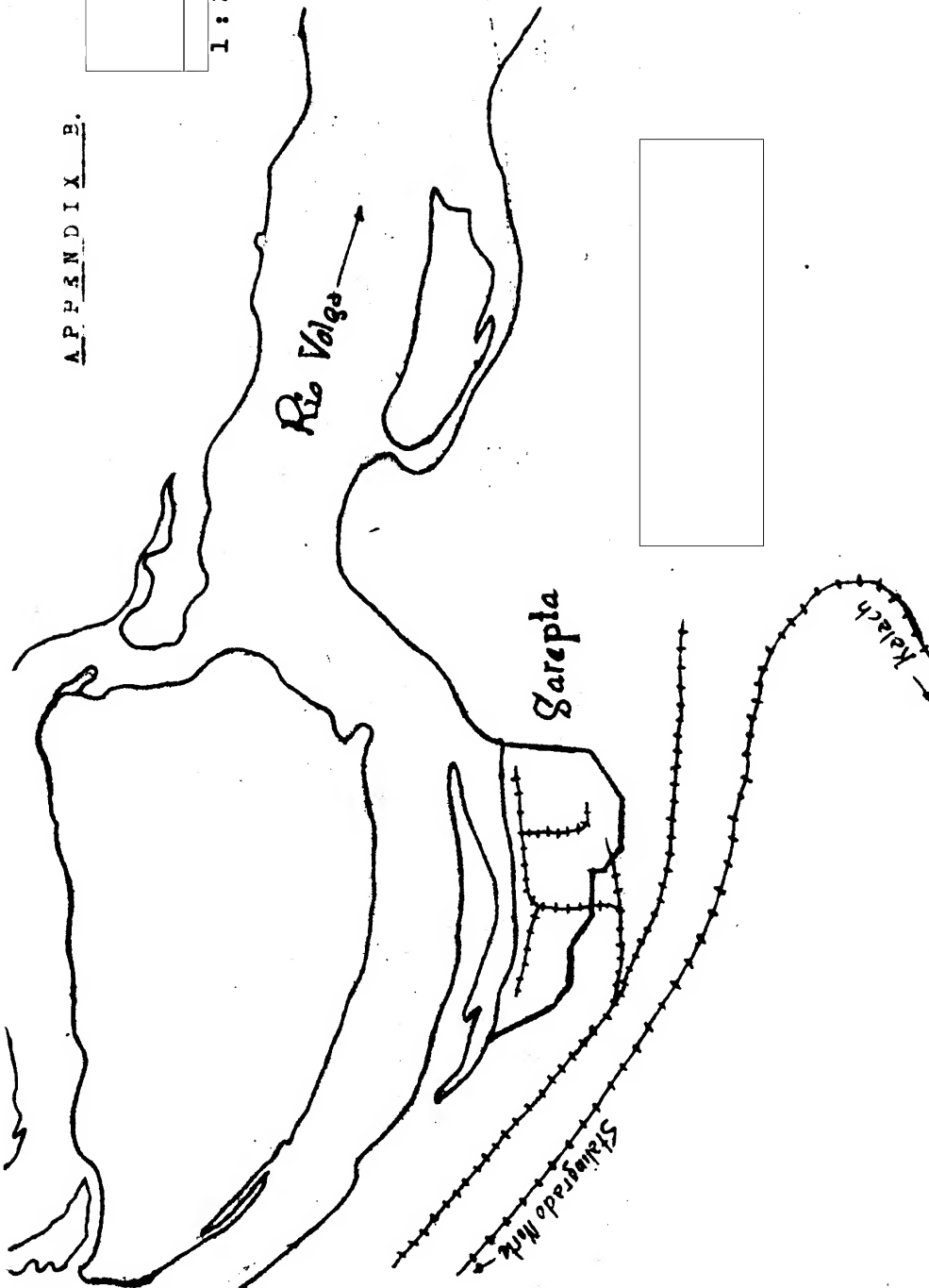
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APPENDIX B.

[redacted], Eastern Europe
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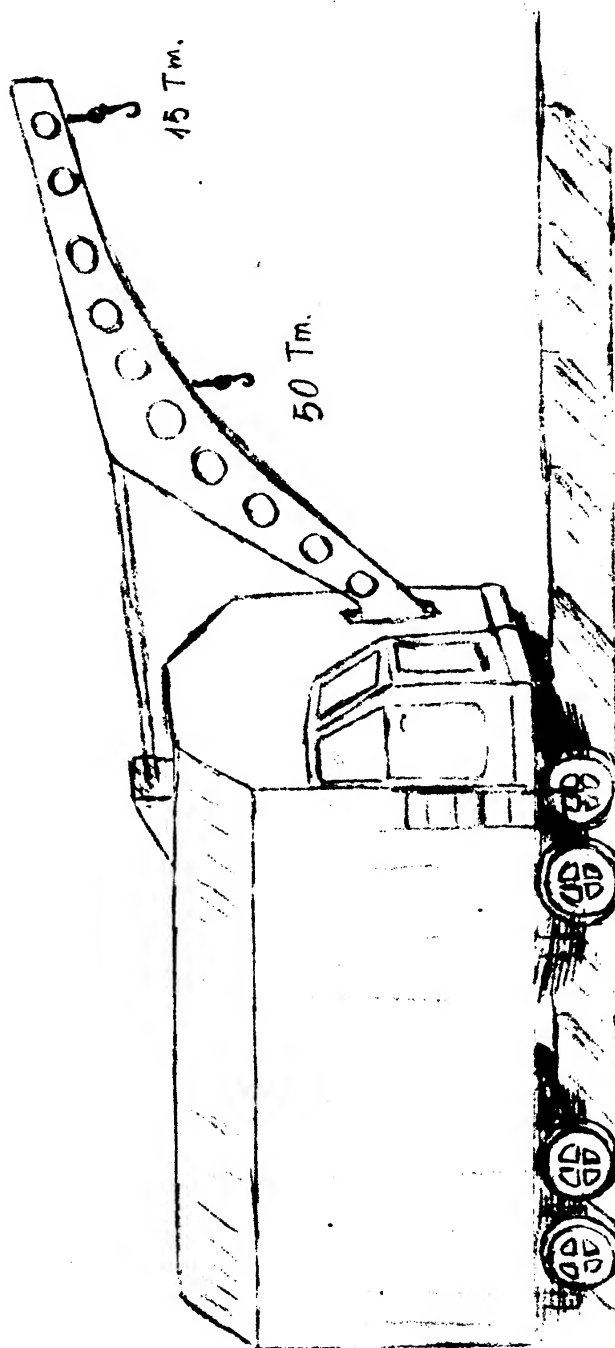
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APPENDIX C

Crane mounted on the upper railway line



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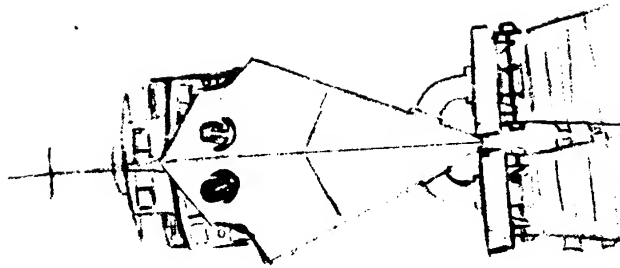
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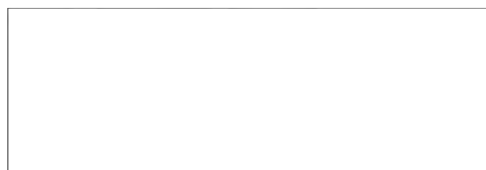
APPENDIX 9



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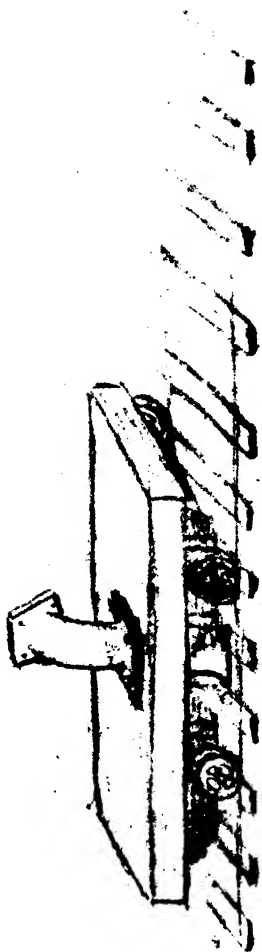


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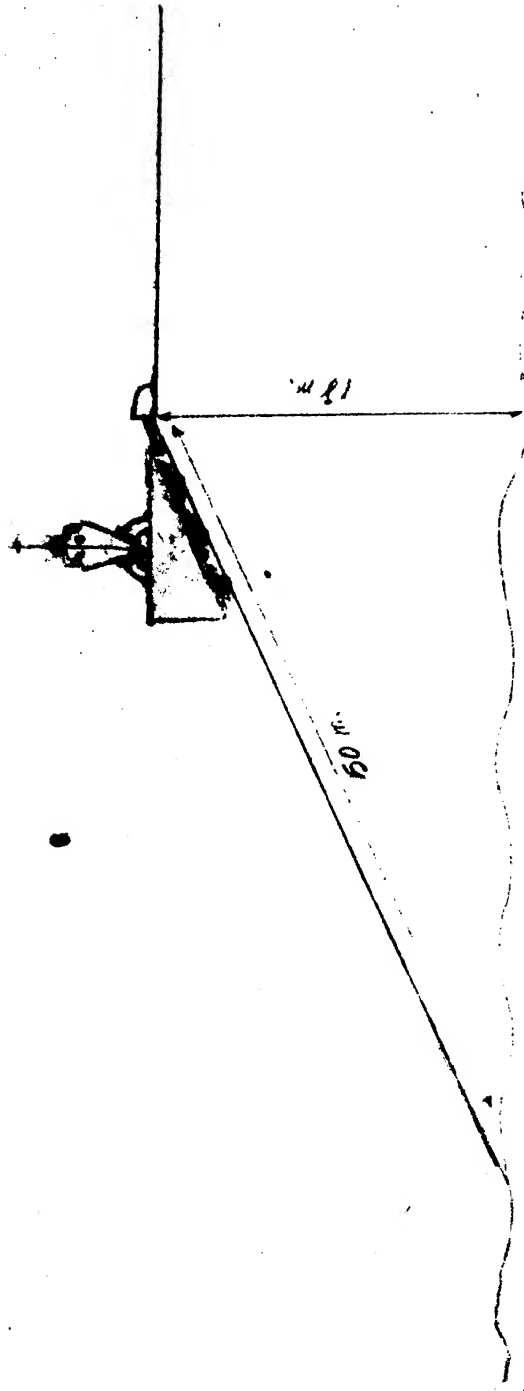
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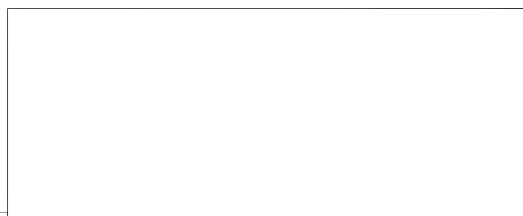
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APPENDIX F.



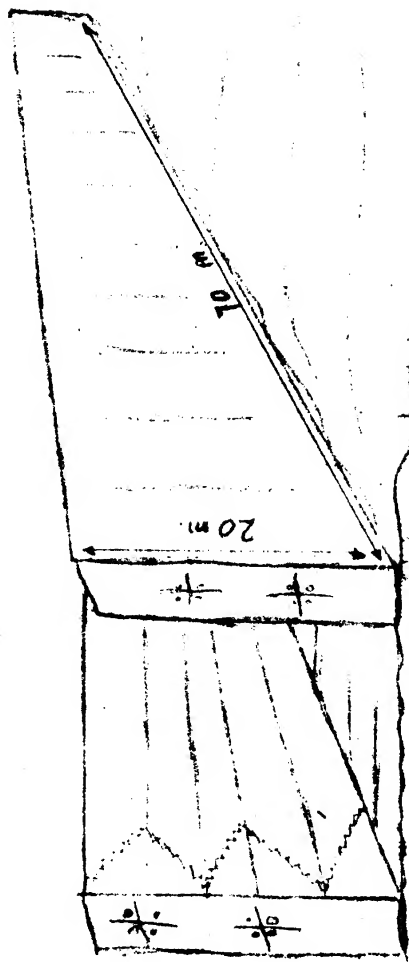
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APPENDIX C.



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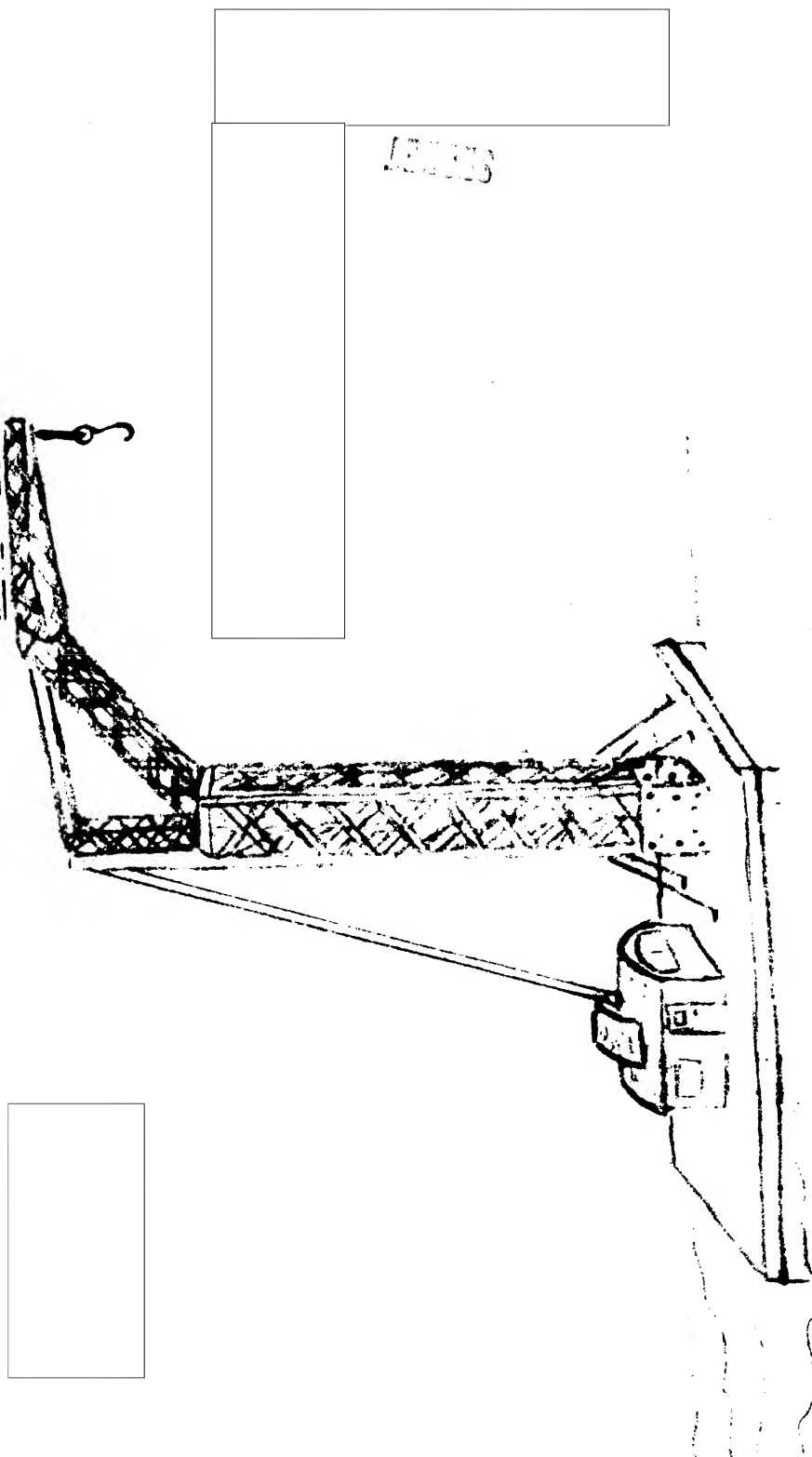
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APPENDIX H.



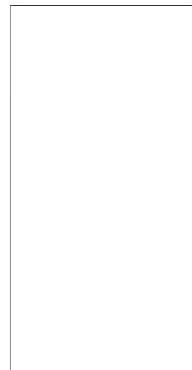
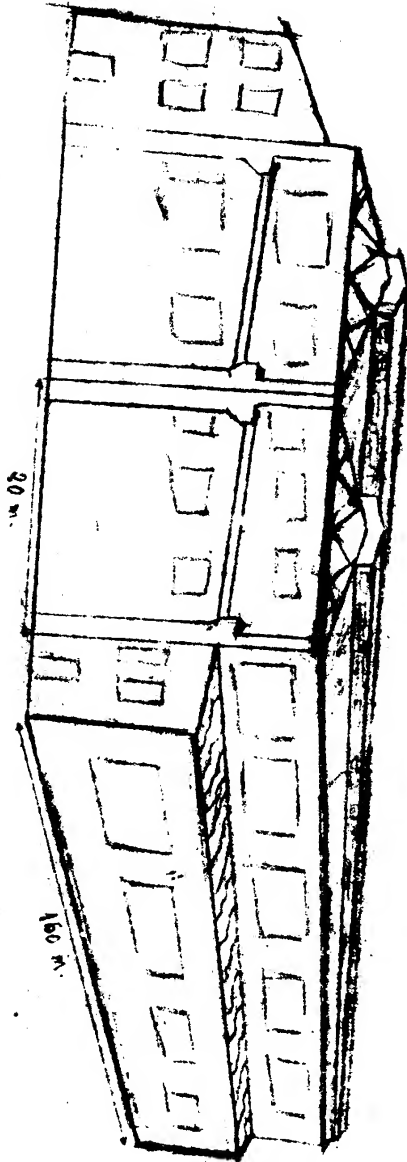
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SECRET**KEY TO APPENDIX A. of report.**

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1. Lath
2. Foundry
3. Ruined building
4. Electrical repairs shop
5. Chemical laboratory, Fitting shop and central-heating
boilers
6. First-Aid post and Sick Bay
7. Scrap yard
8. Auxiliary foundry and Stores
9. Carpentry shop
10. Wooden patterns shop
11. Technical planning office
12. Welding shop
13. Power distributor station
14. Floating dock
15. Construction sheds
16. Slipways
17. Dredged area and protective barrier
18. Control tower
19. Armour-plating test shop
20. Oxygen shop
21. S.K.O. department
22. Tank production shop
23. Workmen's dwellings
24. Railway station
25. Oil-extraction pump shop
26. Dining-rooms
27. Factory offices
28. Club
29. Main entrance
30. Forge and old foundry
31. Fire station
32. Southern electric sub-station
33. Transformers and switch-gear
34. Tekhnikum
35. Military Hospital

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